

## Key Existing Maryland Electric Vehicle Initiatives:

- **Establishment of the Maryland Electric Vehicle Infrastructure Council** -- The Maryland Electric Vehicle Infrastructure Council was established by legislation in 2011 to examine barriers to the development of an adequate EV charging infrastructure in Maryland and make recommendations to facilitate expansion of the electric vehicle market. The Council developed a comprehensive action plan to promote the successful integration of electric vehicles into Maryland's transportation sector. The Council's 2012 final report is available (provide link to MDOT website).
- **Maryland Electric Truck (MET) Voucher Program** -- The MET Program provides vouchers to Maryland-registered motor truck carriers to offset the increased cost of purchasing or leasing higher priced one hundred percent electric, zero-emission, medium and heavy duty trucks. To date, MEA has issued 14 awards totaling \$280,000. Over their lifetime, these ZEV trucks will displace approximately 220,000 gallons of diesel fuel.
- **Utility Electric Vehicle Pilot Program** -- This "time-of-use" pilot program requires participating utilities to provide incentives for residential, commercial, and governmental customers to recharge electric vehicles during off peak hours to reduce load on the grid during times of highest electricity demand. Both BGE and PEPCO have implemented residential charging pilots. The Public Service Commission must report to the Governor and the General Assembly on the pilot program by February 1, 2015.
- **Electric Vehicle Tax Credit** – Tax credits funded by the Maryland Energy Administration for purchase of qualified plug-in electric vehicles have been available to Maryland consumers since 2010. In 2014, the legislature extended the credit through 2017 (\$125/kWh of battery capacity up to \$3,000). Through March 2014, the program has provided credits for 2,105 plug-in electric vehicles, displacing more than 6.1 million gallons of gasoline.
- **Electric Vehicle Charging Station Tax Credit** – Tax credits funded by the Maryland Energy Administration for purchase of qualified electric vehicle charging equipment have been available to Maryland consumers since 2011. In 2014, the Legislature increased the available credit and converted the credit to a rebate program, which is more convenient to consumers. The rebate program takes effect July 1, 2014, and runs through FY17.
- **Maryland Idle Reduction Grant Program** – The Maryland Idle Reduction Grant Program provides financial assistance for the purchase and installation of electric idle reduction technology on trucks to reduce idling on petroleum fuel. To date more than **120 grants** have been, saving more than **1,900,000 gallons** of diesel over the useful life of the technology.
- **HOV Lane Use** – Use of Maryland's HOV lanes by qualified plug-in vehicles, without regard to the number of passengers is permitted through September 30, 2017.
- **Electric Vehicle Charging Stations at MARC and Metrorail Stations** – MEA will fund installation of additional electric vehicle charging stations at MARC and Metrorail train stations. There are 38 MARC and 23 Metrorail stations with parking in Maryland. Electric vehicle charging stations at critical intermodal parking lots will extend the range of the vehicles, thereby making these vehicles more convenient. This would make Maryland's rail infrastructure one of the first in the nation to be EV-ready.

### **Fiscal Year 2015 Anticipated Electric Vehicle Programs in Maryland:**

- **Freedom Fleet Voucher (FFV)** – The Freedom Fleet Voucher (FFV) Program expands on the success of the Hybrid Truck Program, MET Voucher Program and the Natural Gas Vehicle Voucher Program. The FFV Program will provide vouchers in a similar manner, but will be technologically neutral by including incentives for *all* Electric, CNG, LNG, Propane, Hybrid Electric and Hydraulic Hybrid trucks.
- **DC Fast Charger Grant Program** – MEA will issue grants to private sector entities to “build out” the publicly available DC Fast Charging infrastructure in the state of Maryland. MEA envisions charging stations located between 40 and 60 miles of each other. Applications for the program include locations in Western, and Southern Maryland as well as the Eastern Shore and the Baltimore-Annapolis-DC metropolitan areas.